

CHAPTER 7

UNIT MOTOR PARK

Organization of the motor park is one of the most important factors in motor transport operations. This chapter discusses basic characteristics and considerations for tactical type motor parks. Always plan for the most efficient and economical use of available facilities. Look for ways to improve as operating conditions change

7-1. RESPONSIBILITY. The company commander has overall responsibility for the unit motor park. As his operations assistant, the truckmaster supervises the motor park and is responsible for the efficient conduct of related activities. Unit commanders establish procedures for the controlled dispatch of vehicles after duty hours.

7-2. EMERGENCY EVACUATION. Motor parks may be prime targets for enemy aircraft or missiles. Upon receipt of an attack warning, vehicles and personnel should be evacuated to the dispersal area over previously selected routes. Rapid evacuation of the motor park may not be possible using regular exits. By designating emergency exits, commanders can facilitate evacuation and reduce traffic congestion. These exits may be gates that are secured during routine operations or areas where the fence may be temporarily removed. Since emergency evacuation may involve different units, the installation commander should coordinate the evacuation plan. Evacuation priorities should be based on unit missions. The truckmaster must be thoroughly familiar with the evacuation plan. He must brief unit personnel on the order of evacuation, assigned exits, and routes to an alternate motor park or dispersal area.

7-3. COMMUNICATIONS. Reliable communications with the company CP make motor park operations easier. Communications speed the transfer of information on routine matters as well as alert notices and other emergencies.

Field phones can be used to connect the motor park and the CP. Do not rely on commercial telephone circuits. They are an alternate means of communication for daily operations. Field phones are more dependable during emergency situations.

7-4. LOCATION. The unit commander selects the best possible site for the motor park in his area of operation. The truckmaster reconnoiters the area and recommends the location of the motor park to the unit commander. The truckmaster bases this recommendation on the following factors:

- *Location of other facilities.* The motor park should be located as close as possible to depots, railheads, terminals, or other facilities that require truck support. The unit's mission is the key consideration in selecting the tactical motor park site.
- *Terrain.* The location should have good drainage and stable soil or hardstand with little danger of fire. Abandoned schoolyards, factory storage areas, or recreational areas are ideal if the tactical situation permits their use. Make use of natural obstacles. Use artificial camouflage materials to augment natural foliage.
- *Size.* The site should be large enough to accommodate unit vehicles, tentage, maintenance facilities, and POL storage. However, it should be small enough to be defensible with the available troops.

- *Enemy capability.* Considerations include dispersion, concealment, and overhead cover of vehicles, along with the ability to secure the motor park against enemy attack, sabotage, and cargo pilferage.
- *Roadnet.* Easy access routes, all-weather roads, and separate entrances and exits to the area are all highly desirable.
- *Troop billets.* The motor park should be located near permanent buildings when possible, especially when the position will be occupied for more than seven days. Before use, abandoned buildings should be checked for structural soundness, booby traps, and sanitary conditions.

When possible, locate the dispatch office at the motor park exit. The operations office and driver's briefing room should be in the same building. This allows the dispatcher to see departing vehicles and to give final instructions to drivers when necessary. Locate the truckmaster and dispatcher together for easier control over vehicles. Individual units rarely choose their buildings or location, so the most effective use of the available facilities is essential.

7-5. TRAFFIC PLAN. Design the motor park traffic plan to maximize effective use of existing facilities. Local conditions will determine the exact details of the traffic plan. The plan should--

- Prevent vehicles from crossing the maintenance shop aprons when maneuvering, entering, or leaving the motor park.
- Use one-way traffic to simplify vehicle movement.
- Establish entrance lanes with easy access to POL, water, and air facilities.

7-6. FIRE PREVENTION. Fires in motor parks are usually caused by careless smoking or by using welding equipment near flammables. Take the following measures to prevent or reduce the effect of motor park fires:

- Have adequate firefighting equipment on hand.
- Train personnel to use firefighting equipment.
- Designate NO SMOKING areas around fuel pumps, paint and POL storage areas, and the battery shop.
- Designate safe smoking/break areas.
- Designate separate containers for disposal of waste POL.
- Place oily rags and trash in covered metal containers.
- Make sure containers are appropriately marked.
- Educate personnel in fire prevention.
- Have the fire marshal survey the motor park.

7-7. SECURITY. Normally, the guard provides perimeter security for the motor park. This includes guards at the entrance and exit gates. The unit commander who occupies the motor park must ensure that auxiliary gates in his area of responsibility are locked and the fence is secure. The unit commander must also--

- Provide security for classified cargo.
- Provide security for government property within areas of responsibility.
- Provide security for loaded vehicles.
- Designate an area for parking dangerous loads.

- Control keys and provide key control according to security directives.

7-8. ENVIRONMENTAL PROTECTION. It is essential that environmental protection procedures are established and followed in unit motor parks. Requirements include:

- Maintaining spill response SOPs and materials.
- Storing POL and hazardous materials properly.
- Planning for waste storage and disposal.
- Conducting periodic inspections for compliance with environmental practices.